

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

For HCRS use only

received

date entered

1. Name

historic Pierce Pennant Motor Hotel

and/or common Candle Light Lodge

2. Location

street & number 1406 Old Highway 40 West _____ not for publication

city, town Columbia _____ vicinity of congressional district 8th Hon. Wendell Bailey

state Missouri code 29 county Boone code 019

3. Classification

Category	Ownership	Status	Present Use
___ district	___ public	<input checked="" type="checkbox"/> occupied	___ agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	___ unoccupied	___ commercial
___ structure	___ both	___ work in progress	___ educational
___ site	Public Acquisition	Accessible	___ entertainment
___ object	___ in process	<input checked="" type="checkbox"/> yes: restricted	___ government
	___ being considered	___ yes: unrestricted	___ industrial
	<input checked="" type="checkbox"/> N/A	___ no	___ military
			___ museum
			___ park
			___ private residence
			___ religious
			___ scientific
			___ transportation
			<input checked="" type="checkbox"/> other: Nursing Home

4. Owner of Property

name Candle Light Lodge, Inc.

street & number 1406 Old Highway 40 West

city, town Columbia _____ vicinity of state Missouri

5. Location of Legal Description

courthouse, registry of deeds, etc. Boone County Recorder of Deeds

street & number County City Building, 701 E. Broadway

city, town Columbia _____ state Missouri

6. Representation in Existing Surveys

title MO State Historical Survey has this property been determined eligible? ___ yes ☒ no

date June, 1982 _____ federal ☒ state _____ county _____ local

Historic Preservation Program
depository for survey records MO Department of Natural Resources; P.O. Box 176

city, town Jefferson City _____ state Missouri 65102

7. Description

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		date _____

Describe the present and original (if known) physical appearance

The Pennant Motor Hotel was a complex of buildings, arranged in a partial quadrangle, consisting of the terminal building, the hotel-garage, the service station and an open-sided shelter protecting a battery of gasoline pumps. The terminal and the hotel are in the Williamsburg restoration style. The Williamsburg restoration was begun by John D. Rockefeller, Jr. just two years before the construction of the Pierce Pennant Motor Hotel. Beverly T. Nelson, designer of fine homes in the St. Louis area, was the architect. The firm of Will W. Johnson of Springfield, Missouri, was the major contractor.¹

The floor plan of the motor hotel resembles a flattened "Y".² The building faces west, and opens on a curving driveway that connects with Old Highway 40. A corridor, reached from the main entrance, runs east and west, with wings on the northwest and southwest of this main corridor. A third wing is due east of the lobby. The building is four stories high, with a basement.

The northwest and southwest wings are 66 1/4 feet long and 31 1/4 feet wide by outside measurement. The east wing is 45 1/6 feet long, 31 1/4 feet wide.

The building was constructed of red brick, with light colored mortar. The outside trim was white and consisted of clear pine lumber. The brickwork was later painted white. There is some uncertainty as to when this occurred.

The windows are rectangular in shape. The bedroom windows have twelve panes. The windows of the adjoining bathrooms consist of eight panes. The center bedrooms have two large (twelve pane) windows and one small (eight pane) bathroom window. The corner rooms have three large windows and one small window.

The main entrance doorway is six feet wide. A stairway entrance, in the rear, is three feet wide.

The building has one chimney, located near the center of the roof, directly over the furnace room. The chimney is lined with tile through the building and is constructed of pressed brick beyond the roof line.

The roof is gabled and made of slate.

A wide cornice of Williamsburg "beauty plus" style supports the roof. The guttering is of copper. There is a narrow roof over the main entrance of the hotel, supported by four tuscan columns. The lintel displays two patterns of decoration, one a row of small circular indentations, the other a dentil course.

The window sills are of white-painted pine. They extend out several inches beyond the plane of the wall, forming a decorative detail.

At the basement level, just north and south of the steps leading to the main entrance, there were openings to an underground garage. The openings were nine

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feet wide, ten feet high and were closed by overhead retractable doors.

The basement, both walls and floor, was of concrete, since it was used as an underground garage.

As remodeled by the management of Candle Light Lodge, the walls of the basement are now painted and the floor covered with vinyl. The basement has been partitioned by cement blocks into dining room and kitchen, a recreation room, and storage, laundry and office space.

There are sixteen bedrooms on the first floor. The doors to individual rooms are paneled. The trim in rooms and halls is of colonial style. Lighting fixtures are of solid brass, painted Williamsburg green. Walls are constructed of metal laths, then plastered. There are decorative moldings of solid plaster at the ceiling level of the rooms and valances over the windows.

The third floor has eight rooms and is presently used by residents of the lodge.

The attic has ten rooms and four baths. It is lighted by eleven dormer windows, each with twelve panes. The windows face west. The attic was used by the Pierce Pennant Hotel for overflow guests. On the roof stands a cupola, with three windows facing east and west, two north and south.

The roof of the cupola is of copper.

No major alterations of the exterior of the building have been made.

Interior alterations include the conversion of the basement into space for dining, recreational and service uses. This occurred shortly after Candle Light Lodge acquired the property in 1959. An elevator has been installed for passenger and service needs. The building was originally heated by stoked coal furnaces. These were later converted to oil burners. Gas has been used since, 1963, with oil as a standby fuel.

Although fifty-three years old,³ the Pennant Motor Hotel is in excellent structural condition. Its foundations are supported by deep piers going down in places to limestone bedrock. It has been painted three times in the past twenty-one years. General maintenance expenses are low. The hotel is recognized by contractors as one of the best constructed buildings in the Columbia area.

At present the Pennant property is owned and operated by Candle Light Lodge, Inc. as a retirement center. It is located in a commercial area. Across Old Highway 40 from the lodge is Cosmopolitan Park. The spacious acreage owned by

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the lodge, its proximity to a large park, and the high quality of the businesses in the vicinity, give some assurance that the lodge and its operations will not be encroached upon by its neighbors.

The second major building of the Pennant complex, originally known as the Terminal, is of the same general colonial style as the hotel-garage. It has two stories and an attic. The overall dimensions are ninety feet by thirty-five feet. The building consists of a central section, with wings on the east and west wings have six windows. The lobby section has four windows and a doorway on the first floor and five windows on the second floor, the window above the entrance being of the same width as the first floor doorway. A small portico shelters the entrance to the lobby. The attic has three dormer windows, facing north. On the roof are three chimneys; the extra chimneys were possibly connected to the operations carried on in the kitchen area.

Just off the lobby were restrooms for men and women. An emergency hospital with a trained nurse on duty was contiguous to the women's restrooms. On the second floor was a large dining room sixty-two feet by forty feet and an auxiliary dining area forty feet by twenty-three feet. Folding doors, which could be opened to provide space for a large group of diners or for a dance party, separated the two dining rooms. The kitchen was just west of the dining section. The third floor was occupied by employees of the terminal.

The third building, the former service station, is eighty-seven feet in length, twenty-five feet in width.

FOOTNOTES

¹Letter of Beverly T. Nelson, Department of State, Foreign Buildings Office, dated September 6, 1943 to Mr. Hammond. (Stephens College file on the Pennant Motor Hotel); Columbia Daily Tribune, July 6, 1929, p. 1: 1-8.

²See enclosed floor plan of the Pennant Motor Hotel, copied from the original in the Stephens College file.

³The list of owners of the Pennant property during this period, the dates on which they acquired title and the page references in the Boone County deed records is as follows: Pierce Petroleum Corporation, January 16, 1929, Deed Record Book 189, p. 255; Sinclair Refining Company, August 1, 1930, Deed Record Book 194, p. 412; Dan A. Wilkerson and Sentiny Richards Barnett, May 27, 1942, Deed Record Book 229, p. 102; R. E. Carney, May 13, 1943, Deed Record Book 231, p. 74; Stephens College, February 28, 1944, Deed Record

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Book 233, p. 103; Julius Epstein and Elmer J. Babin, October 1, 1952, Deed Record Book 268, p. 98. This sale was voided because of default on the Epstein note and the property reverted to Stephens College. Deed Record Book 275, p. 154; Benjamin J. Katz, November 26, 1956, Deed Record Book 287, p. 273; Nel M. Blaser, November 1, 1957, Deed Record Book 292, p. 303; Candle Light Lodge, Inc., August 15, 1959, Deed Record Book 298, p. 637.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates Built 1929

Builder/Architect

Contractor: Will W. Johnson

Architect: Beverly T. Nelson

Statement of Significance (in one paragraph)

The Pierce Pennant Motor Hotel complex is a significant surviving example of a early hotel built in specific response to the automobile age, and is a good example of the Colonial Revival architectural style. Another area of significance is its association with the training of female aviators during World War II.

The Pierce Pennant complex is an attractive group of buildings in the Williamsburg restoration style, designed by Beverly T. Nelson of St. Louis. The buildings, with tile walls and concrete floors, are of fireproof construction and pleasing interior decor.

The Pierce Petroleum Company which built the Pennant structures was one of the oldest oil companies in the United States.¹ It was during the late nineteenth century and early twentieth century a major distributor of Standard Oil products.² But the Rockefeller interests, with a majority of votes on the board of directors and representatives in the St. Louis office of the Pierce company, were never able to dominate their subsidiary.³ Later the Pierce company bought Standard's stock and severed its connection with the parent organization. It became an integrated company, drilling for oil, and refining, transporting and retailing its products. It ranked as one of the strongest competitors of Standards in the Middle West.⁴

The Pennant complex, consisting of the terminal building, the hotel-garage and the service station, was intended by the Pierce company to be one of the first of a string of such facilities to be located every 125 miles between New York and San Francisco.⁵ When most motels were merely groups of cabins on busy highways outside of towns and cities, the Pierce company aimed to provide in its facilities the ultimate in comfort and service.⁶

During World War II Stephens College conducted a training program for women aviators and ground personnel, using the Pennant buildings and the runways and the hangar of the nearby Columbia municipal airport.⁷ It has been estimated that as of 1955, approximately ten percent of the nation's women aviators had received their training at Stephens College.⁸

Presently the Pennant complex is operated by Candle Light Lodge, Inc. as one of Columbia's most popular and successful retirement centers.

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FOOTNOTES

¹The Pierce Petroleum Company was the successor to the Waters-Pierce Oil Company. The key figure in the Waters-Pierce organization was Henry Clay Pierce, a businessman as colorful and ruthless as his associate and frequent competitor John D. Rockefeller. Born in New York state, he left school at sixteen and moved to St. Louis, where he clerked in a bank for a while. He got into the booming oil industry shortly after the Civil War, as a distributor of oil products handled by his father-in-law John R. Finley, who had established the first refinery west of the Mississippi. In 1871, only twenty-two years old, he bought out his father-in-law and teamed up with W. H. Waters, a St. Louis businessman, to found Waters-Pierce. (Allan Nevins, Study in Power: John D. Rockefeller, Industrialist and Philanthropist [New York: Charles Scribners' Sons, 1953], Vol. II, pp. 41-42). Pierce developed the local Missouri market, then extended his operations into Texas and New Mexico. Eventually he built three small refineries in Mexico. At this period Waters-Pierce was one of the largest independent distributors of Standard Oil products in the country. (Nevins, Study in Power, pp. 42, 45.) In the reorganization of Waters-Pierce in 1878, Standard acquired 40 percent of the Waters-Pierce stock and Chess, Carley and Company, another wholesale distributor allied with Standard, 20 percent. (Nevins, Study in Power, p. 42.) Henry Clay Pierce, with control of 40 percent of the stock, was in a minority position. But Standard was never able to control or dictate to Pierce. He was president of his company, with offices in St. Louis. Standard operated out of Cleveland and New York. Pierce was the chief executive or operations officer; the representative of Standard who appeared at company meetings were only board members. (Nevins, Study in Power, p. 42). The fact that Waters-Pierce generated large profits for Standard made the oil giant tolerate its uncooperative distributor. (Nevins, Study in Power, p. 43.) In order to integrate the dozens of operating companies with the parent Standard Oil of Ohio, the stock of the various units was turned over to nine trustees, empowered to exercise general supervision and management. Investors holding stock in the operating companies received in exchange certificates of the new Standard Oil Trust, on which dividends were paid. (John A. Garaty, The American Nation: A History of the United States [New York: Harper and Row, Publishers, 1966] p. 514.) During the 1880s and 1890s, Standard implemented a policy of dispensing with independent distributors and of reorganizing the selling of its products through large territorial divisions controlled from Cleveland and New York. (Nevins, Study in Power, p. 45). High level representatives were placed in the Waters-Pierce offices in St. Louis. Standard was thus able to assure itself a constant flow of information regarding its distributor's operations; but this arrangement did not establish rigid control of Henry Clay Pierce. (Nevins, Study in Power, p. 43.) In 1892, the Supreme Court of Ohio ruled

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that Standard's operations were in restraint of trade and ordered the trust dissolved into twenty constituent units. Standard Oil of New Jersey, with greatly increased capitalization, emerged as the dominant company. (Nevins, Study in Power, pp. 232-233.) It bought from the Standard trustees large blocks of stock in the operating groups, including Waters-Pierce. (Nevins, Study in Power, Vol. II, pp. 232-233.) A second suit was instituted on March 29, 1905 in the Supreme Court of Missouri to deprive Standard Oil, Waters-Pierce and the Republic Oil Company of their franchises to do business in Missouri. Herbert S. Hadley, attorney general of Missouri, secured testimony from a Standard official that Waters-Pierce was the southwestern branch of Rockefeller's organization. (St. Louis Republic, Jan. 6, 1906, p. 2: 3-4.) The Missouri Supreme Court on December 23, 1908 found Standard Oil, Republic and Waters-Pierce guilty of conspiracy to control the price of oil, in violation of Missouri's anti-trust laws. The three companies were fined, and Standard and Republic were ousted from the state. The decision was confirmed in 1911 by the U.S. Supreme Court, which ruled that stock in Standard's subsidiary companies must be returned to its original owners. Waters-Pierce, by reorganizing and breaking with Standard, was permitted to keep its charter to operate in Missouri. (St. Louis Republic, Dec. 24, 1908, p. 1: 6-7; *ibid.*, Mar. 10, 1909, p. 2: 2; *ibid.*, May 16, 1911, p. 1: 6-7). On February 15, 1912, a group of Standard officials appeared at a meeting of Waters-Pierce shareholders called for the election of officers. Despite the fact that they held proxies for 68.75 percent of Waters-Pierce stock, they were not permitted to vote. Henry Clay Pierce contended that the establishment of Standard's domination of his company would violate the Supreme Court's decision. The minority stockholders then proceeded to elect Henry Clay Pierce as chairman of the board and his son Clay A. Pierce as company president. (St. Louis Republic, Feb. 16, 1912, p. 1:3.) Unable, after forty years of trying, to dominate its rebellious subsidiary, Standard sold its 68.75 percent stock interest to Waters-Pierce. Following the complete dissociation of Standard and Waters-Pierce, the ouster of Standard from Missouri was revoked. With its new lease on life, Standard announced plans to expand its operations in Missouri and to compete with Waters-Pierce in all sections of the state. (St. Louis Republic, Oct. 28, 1912, p. 5:1; *ibid.*, May 18, 1913, p. 11:7.) On June 21, 1913, Waters-Pierce reorganized under the laws of Virginia as the Pierce Oil Corporation. It established headquarters in Richmond, with a regional office in St. Louis. The company was capitalized at \$21,000,000, one half of which was common stock, the other half preferred stock. New York, English and German bankers were reported to be heavy investors in the enterprise. It was the aim of the organization to compete with Standard in all departments of the oil business. (St. Louis Republic, June 23, 1913, p. 5:5; *ibid.*, July 15, 1913, p. 4:5.) In the summer of 1913, with apparently unlimited funds, the Pierce Oil Corporation began operations in the Oklahoma oil fields in open competition with the Rockefeller interests. It was reported that by August 2 the company had spent \$9,000,000 in the purchase

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of oil properties and an additional \$2,000,000 in the construction and equipping of refineries in that area. (St. Louis Republic, Aug. 3, 1913, Part I, p. 9:2-5.) Standard mounted a strong counteroffensive against the Pierce Oil Company in the latter's home territory in the fall of 1913. It established distributing plants in Kirkwood, De Soto, Dexter, Troy, Hannibal, Ste. Genevieve and Springfield. A. P. Robinson, formerly with Waters-Pierce before its divorce from Standard, directed Standard's operations in Missouri. One of his first moves was to cut the price of gasoline from 17-1/2 cents to 14-1/2 cents and the cost of kerosene from 9 cents to 7 cents. But he termed "ridiculous" the idea that he was initiating a price war. (St. Louis Republic, Nov. 14, 1913, p. 1:4.)

²Allan Nevins, Study in Power: John D. Rockefeller, Industrialist and Philanthropist (New York: Charles Scribners' Sons, 1953), Vol. II, p. 45.

³Ibid., pp. 42-43.

⁴St. Louis Republic, Oct. 28, 1912, p. 5:1; ibid., Aug. 3, 1913, Part I, page 9:2-5.

⁵Columbia Daily Tribune, July 2, 1929, p. 1:3.

⁶Ibid., July 6, 1929, Section B, p. 1:1-5. The Pennant complex was one of the initial units in the grandiose plan of the Pierce company, which called for the establishment of a chain of such facilities across the United States from New York to San Francisco. E. D. Levy, the president of the Pierce company in 1929, grasped the importance of the new federal highway program and also the potential of air transportation. In choosing a site for the Pierce Pennant Motor Hotel he selected ground along Old Highway 40 west of Columbia. The site decided on was just across the highway from the Columbia municipal airport. Levy anticipated that the Pierce Pennant would profit from the anticipated increase in highway and air travel. The Pierce Pennant Motor Hotel was one of its kind in the United States. It represented a giant step forward in planning for the needs of the traveling public. When most motels were groups of cabins on busy highways outside towns and cities, the Pierce company aimed to provide in its facilities the ultimate in comfort and service. Its hotel was attractive architecturally, was set in spacious, landscaped grounds and was of fireproof construction. It was designed as a show place as well as a source of potential profit. An important feature of the motor hotel was the underground garage, in which guests could leave their cars with the assurance that the vehicles and their contents would be safe. The restaurant in the terminal building, serving excellent food at reasonable prices, made it unnecessary for guests to go into town for their meals. In the terminal building also was an emergency

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hospital with a trained nurse on hand. Ambulance service to local hospitals and doctors' office was available. An information bureau was provided; and Western Union as well as long distance and local telephone lines were installed. Repair and maintenance work on cars was provided on a twenty-four hour basis in the Pierce Pennant's service station. (Columbia Daily Tribune, July 6, 1929, Section B, p. 1:1-3.) The onset of the Great Depression shortly after the opening of the Pierce Pennant deprived the hotel of a fair opportunity to demonstrate that it was what the traveling public wanted in a home away from home.

⁷Ibid., April 30, 1942, p. 5:1; ibid., September 20, 1943, p. 14:1-3. The involvement of the United States in World War II, beginning December 7, 1941, set the stage for an innovative employment of the Pennant property. A training program to prepare young women for positions in the aviation industry was setup by Stephens College in the fall of 1942, under the sponsorship of eleven of the nation's leading airlines. A double purpose motivated this development: first to make a contribution to the national defense effort; second, to take advantage of the job opportunities opening up for women in the growing aviation field. Students in general aviation enrolled for courses in the history of aviation, aerodynamics, plane construction, navigation, meteorology and radio. There were also course sequences in commercial air transportation and basic airline traffic procedures. To provide practical experience in airline operations, a "dummy" corporation was set up on campus. Students went through all the ordinary activities of a regular airline, making sales, checking cargo, charting weather, planning flights, and sending and receiving radio messages. Field trips to major airports, factories and other installations provided first hand observations. In 1943 flight training was inaugurated. (Columbia Daily Tribune, April 30, 1942, p. 5:1; ibid., August 23, 1943, p. 1:1.) The college aviation program was organized and directed by Kenneth E. Newland, first lieutenant in the Missouri Air Squadron and a member of the Stephens College music conservatory. During the first year the aviation ground courses were conducted in the basement of Wood Hall on the campus. Aviation students lived at Gordon Manor where the aviation program laboratories were located. Stephens College in August 1943 rented the Pennant property from R. E. Carney of Rolla at a monthly cost of \$750, with the option of purchasing the four buildings for \$60,000. In September 1943 the entire aviation program was moved from campus to the new location. The hotel became a dormitory for aviation students, the restaurant a dining hall. The hotel's service station was converted into a classroom for motor vehicles and the garage was used to house the planes, motors, navigation instruments and other equipment donated by the army air corps for use in ground school instruction. (Columbia Daily Tribune, August 23, 1943, p. 1:1.) In December 1943 the Columbia City Council approved a proposal to construct a 4,800 square foot hangar at the airport, with an apron adjacent to the hangar and extending to the runway.

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This was rented to the college at a yearly payment of 10 percent of the construction cost. (Columbia Daily Tribune, December 3, 1943, p. 1:1; *ibid.*, December 28, 1943, p. 1:4.) On March 1, 1944, Stephens College exercised its option to purchase the Pennant complex. The Stephens program was similar to the one at Purdue University, but on a larger scale--the largest in fact ever sponsored by the CAA. As of May 1945, the aviation program enrolled 800 students. It used twenty-seven planes and employed thirteen instructors. (Columbia Daily Tribune, May 25, 1945, p. 8B:5-7.) Flight instruction, on a reduced scale, remained in the curriculum until 1961. As of 1955, approximately 10 percent of the nation's women aviators had received their training at Stephens. Kenneth Newland, who had directed the aviation program, later went to Washington where as curator of the National Aviation and Space Museum he helped to plan that new part of the Smithsonian Institute. With the phasing out of its aviation activities, Stephens College had no further use of the Pennant property. On September 14, 1956, the college accepted the bid of Benjamin J. Katz of \$118,000 for the Pennant complex.

⁸Interview of John Crighton with Harry Burge, former flight instructor in the Stephens aviation program, at Stephens College, May 27, 1980.

9. Major Bibliographical References

See Attached Sheet

10. Geographical Data

Acreage of nominated property 8.68 acres

Quadrangle name "Columbia, Mo."

Quadrangle scale 1:24,000

UMT References

A

1	5	5	5	5	4	0	4	3	1	3	1	2	0
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Zone Easting Northing

B

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Zone Easting Northing

C

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H

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Verbal boundary description and justification

See Attached Sheet

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title ^{1.} Dr. John C. Crighton, former Stephens College professor, now full-time historical researcher and writer

organization John C. Crighton

date March 10, 1981

street & number 601 Manor Drive

telephone 445-7277

city or town Columbia, Missouri 65201

state

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☐ state ☒ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature

Director, Department of Natural Resources
title and State Historic Preservation Officer

date

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I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

United States Department of the Interior
National Park Service

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MAJOR BIBLIOGRAPHICAL REFERENCES

A. Books

Crichton, John C. Stephens: A Story of Educational Innovation.
Columbia, Mo.: The American Press, 1970.

Garraty, John A. The American Nation: A History of the United States. New York: Harper and Row Publishers, 1966.

Nevins, Allan. Study in Power: John D. Rockefeller, Industrialist and Philanthropist. Vol. II. New York: Charles Scribner's Sons, 1953.

Rose, Grace Norton. Williamsburg, Today and Yesterday. New York: G. P. Putnam's Sons, 1940.

B. Newspapers

Columbia Daily Tribune, 1929; 1941-1945.

St. Louis Republic, 1906-1922.

C. Official Records

Boone County Deed Records, 1929-1959. Boone County City Building.

Abstract No. 2908C. Boone County Abstract Company.

D. Interviews

Harry Burge, former flight instructor in the Stephens aviation program,
May 27, 1980.

Edwin Gross, Secretary Treasurer, Candle Light Lodge, November 28, 1980.

Randy Gross, Administrator, Candle Light Lodge, May 21, 1980.

Dr. Osmund Overby, Professor of the history of architecture, University
of Missouri, c. December 1, 1980 (by telephone).

B. D. Simon, Columbia contractor, and president of Candle Light Lodge,
November 20, 1980 (by telephone).

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VERBAL BOUNDARY DESCRIPTION AND JUSTIFICATION

All that part of the following described real estate lying south of the south right-of-way line of Old U.S. Highway No. 40, to wit: Lots 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, and 29 and the North part of Lot 15, all in Alamo Place, a Subdivision of the East part of the Northeast Quarter of Section 10, and the west part of the Northwest quarter of Section 11, all in Township 48, Range 13 and also a part of the Northwest Quarter of the Northwest Quarter of Section 11, Township 48, Range 13, more fully described as follows, to wit: Beginning at the center of Old U.S. Highway No. 40 North of the Northwest corner of Lot 29 of said Alamo Place, thence South along the East line of Hunt Avenue 1338 feet to a point on the West line of Lot 15 in said Alamo Place 41 feet South of the Northwest corner of said Lot 15; thence South 85° East 875 feet to an iron, thence North parallel to the East line of Hunt Avenue 1321 feet, the center of old United States Highway No. 40, thence North 85° West with the center line of said highway 873 feet to the point of beginning, except right-of-way for new U.S. Highway No. 40 and subject to easement for old U.S. Highway No. 40 point 263.6 feet from the East line of said West Half; thence $S 3^{\circ} 53' W$ 822.5 feet to the North right-of-way line of U.S. Highway #70; thence with said right-of-way line $S 88^{\circ} 25' W$ 93 feet; to a highway right-of-way marker; thence $N 88^{\circ} 30' W$ 225.5 feet; thence $N 83^{\circ} 52' W$ 220.1 feet to the East line of Hunt Road; thence with the East line of Hunt Road $N 0^{\circ} 45' W$ 663.5 feet to the Southwest corner of a former survey recorded in Book 289, page 96; thence with said Survey $S 84^{\circ} 35' E$ 280 feet; thence $N 5^{\circ} 30' E$ 181.6 feet to the South right-of-way line of Old Highway #40; thence with said right-of-way line $S 85^{\circ} 00' E$ 308.9 feet to the Point of Beginning and containing 8.68 acres.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

PIERCE PENNANT MOTOR HOTEL

Continuation sheet

Item number

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Page 1

2. James M. Denny, Section Chief, Nominations-Survey
and State Contact Person May 1982
Department of Natural Resources
Historic Preservation Program 314-751-4096
P.O. Box 176
Jefferson City Missouri 65102

#529

PIERCE PENNANT MOTOR HOTEL

COUNTY:

Boone

LOCATION:

1406 Old Highway 40 West, Columbia, Mo.

OWNER:

Candle Light Lodge, Inc.

ADDRESS:

1406 Old Highway 40 West, Columbia, Mo. 65201

DATE APPROVED BY A.C.:

June 25-26, 1982

DATE SENT TO D.C.:

July 20, 1982

DATE OF REC. IN D.C.:

July 27, 1982

DATE PLACED ON NATIONAL REGISTER:

September 2, 1982

DATE CERTIFICATE AWARDED
(AND PRESENTOR):

Received July 15, 1983

DATE FILE REVIEWED:

Tax # MO-85-00172

The Pierce Pennant Motor Hotel complex is a significant surviving example of a early hotel built in specific response to the automobile age, and is a good example of the Colonial Revival architectural style. Another area of significance is its association with the training of female aviators during World War II.

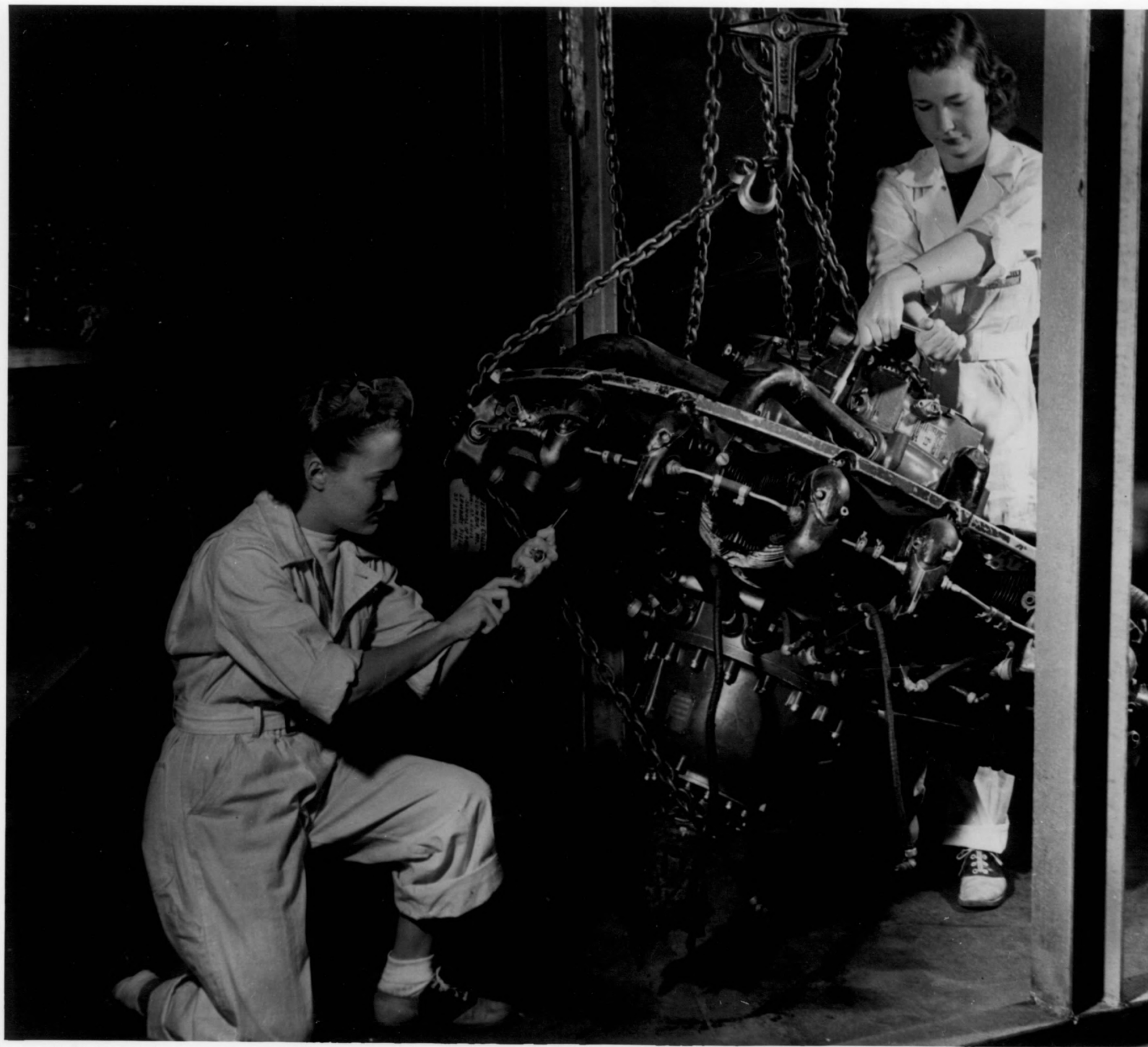
















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